Ocean Bleamere, &c.

The splendid double engine steamship NORTHERN LIGHT, 1866 tuns borden. Captain Tinklepangh, will leave Pier L. 2 North River, at 3 o'clock p.m., for Punta Aronas, on THURSDAY, Am. 24, 1866, connecting with the steamship Signal Andrews, and the steamship Signal Fouts, having but twelve miles of land transportation by first since carriages.

The preprieters can now assure the public that the Isthmus 'Is miles from disease, and that the Political troubles in Nigransia have ceased. Peace has been made between the convention parties, and not the slightest interruption in the transit tween the oceans need be apprehended.

Per information or passage apply only to CHARLER MODEL.

afermation or passage apply only to CHARLES MORGAN, Agent, No. 2 Bowling-green.

AHLING DAYS, 5th and 20th of each month-SAILING DAYS, 5th and 20th of each month—

Four hours from Ocean to Ocean, by Panama Railroad, 50

Re bargage free. Through for California, via Penama Railroad,
The Mail Steamship Company intend to dispatch for Aspinwall,
on TUESDAY, Feb. 5, at 2 o'clock p. m., precisely, from Pier
foct of Warrenest. North River, the well-known and favorite
steamship ILLINOIS, Captain Charles S. Boggs, U. S. Navy.
Passengers and Mails will be forwarded by PANAMA RAILROAD, and connect at Panama with the Pacific Mail Steamship
Company's magnificent steamship GOLDEN AGE, Capt. J. T.
Watches, which will be in readiness, and leave immediately for
San Francisco. For passage, apply to t. W. KAYMOND,
At the only office of the Companies, No. 177 West-st.,
corner Warrenest, fronting the North River, N. Y.

S. MAIL STEAMSHIP COMPANY-For Co. HAVANA and NEW-ORLEANS.—On SATURDAY.

Ceb. 2, at 2p. m., from pier foot of Warrenest., N. R., the fast
and feverite steamship EMPIRE CITY, Capt. HY. WINDLE,
Ill sail as above.

will sail as above.

Passage can be secured at the Company's office.

Preight to New-Orieans 30 cents per cubic foot.

Stripers will be supplied with blank bills of lading of the form sinced by the Company, on application at their office. No other forms signed, and no bill of lading will be signed after the

bour of sailing.

For freight or passage apply at the office of the Company, No. 177 West-st., corner of Warren.

M. O. ROBERTS. FOR CHARLESTON and FLORIDA.-SEMI-WEEKLY U. S. MAIL LINE.—The heautiful fast-coing steamer JAS. ADGER S. C. Turner, commander, will leave Pier No. 4 N. R. on SATURDAY, Jan. 28, at 5 ofclock p. m. procisely. For freight, apply on board, where all bills of lading will be signed; and for passage, at the office of SPOFFORD. TILESTON & Co., No. 29 Broadway, Cabin passage, \$25. The magnificent steamer NASHVILLE. M. Berry, commander, will succeed, and leave on WEDNESDAY, Jan. 30. The favorite steamer/CAROLINA, makes regular trips to the variational steamers from New York, and beaving Charleston EVERTY TUESDAY at 2 ofclock p. m. Through Tickets to Jacksonville, \$31, to Pastage, \$32.

FROM NEW-YORK to BREMEN via SOUTH-AMPTON.—The U.S. Mail Steamship HERMANN, E. Higgins, commander, will sail for Breinen, touching at South-ampton te laad the mails and passengers for England and France, on BATURDAY, Jan. 26, at 12 o'clock m., from pier No. 37

BELGIAN TRANSATLANTIC STEAMSHIP
LINE between NEW-YORK and ANTWERP.—The
Steamers comprising this Line are the following:
BELGIQUIE. A. H. L. Tack, Commander,
CONSTITUTION. E. Pangin, Commander,
LEOPOLD I. A. Michel, Commander,
LEOPOLD I. The Plant I and I and I from
New York for Antworp, stopping at Southampton, on SATURDAY, February 2, from Pier 37, North River.
Price of Passage in First Cabin 49.0.
No Freight received after January 31, and no bills of lading
signed of year-'s received on the day of sailing. No berths secured until paid for "Vagrage not wanted during the voyage
should be marked before sailing.
An experienced Surgeon on board.
For Freight or Passage in First Cabin spply to
AUGUST BELMONT, No. 7 Hanover st.
For Passage in Second Cabin and stepping apply to
SABLE & COIFTIN, No. 38 Fulton st.

THE NEW-YORK and LIVERPOOL UNITED
THE NEW-YORK and LIVERPOOL UNITED
THE NEW-YORK and LIVERPOOL UNITED
THE STATES MAIL STEAMERS.—The ships composing the
three seth following:
ATLANTIC, Capt. Comstock.

BALTIC, Capt. Comstock.

ADRIATIC.
These ships having been built by contract expressly for the
Government service every care has been taken in their construction, as also in their engines, to insure strength and speed,
and their accommodations for passengers are unequaled for elesance and comfort. Price of passage from New-York to Liverpool, in first-class cabin, \$130; in second do, \$75; exclusive
are of extra-size state-rooms, \$325; from Liverpool to NewYork, 30 and 20 guiness. An experience Surgeon attached to
FROPOSED DATES OF SALLING.

FROPOSED DATES OF SALLING.

FROM LIVERPOOL.

CACCA Ship. No borth secured until paid for.
PROPOSED DATES OF SAILING.
PROPOSED DATES OF SAILING.

SATURDAY. Jan. 5, 1856. SATURDAY. Dec. 22, 1852.
SATURDAY. Jan. 19, 1856. SATURDAY. Jan. 12, 1856.
SATURDAY. Jan. 19, 1856. SATURDAY. Jan. 12, 1856.
SATURDAY. Feb. 16, 1856. WEDNESDAY. Jan. 22, 1856.
SATURDAY. Mar. 1, 1856. WEDNESDAY. Feb. 6, 1856.
SATURDAY. Mar. 15, 1856. WEDNESDAY. Jan. 5, 1858.
SATURDAY. Mar. 29, 1856. WEDNESDAY. Jan. 18, 1854.
SATURDAY. Mar. 29, 1856. WEDNESDAY. April 16, 1856.
SATURDAY. April 27, 1856. WEDNESDAY. April 16, 1856.
WEDNESDAY. April 16, 1856.
WEDNESDAY. April 16, 1856.
WEDNESDAY. April 16, 1856.
WEDNESDAY. May 14, 1856.
WEDNESDAY. May 16, 1856.
WEDNESDAY.

Morein expressed.

\* Shippers will please take notice that the ships of this line cannot carry any goods contraband of war.

NOTICE.—The BRITISH MAIL STEAMERS
will recume their WEEKLY SAILINGS in February,
BM. The steamers will thereafter be dispatched as formerly to
Liverpeed from New-York and Boston alternately.
THE BRITISH AND NORTH AMERICAN KOYAL MAIL
STEAMSHIPS.
STEAMSHIPS.
Chief Cabin Passage. 6150

Bertla not secured until paid for.

An experienced surgeon on beard.
The owners of these ships will not be accountable for Gold,
Bilver, Bullion, Specie, Jewelry Precious Stones or Metals, untess bills of inding are signed therefor, and the value thereof

For freight or Passage apply to E. CUNARD, No. 4 Bowling-green.

E. CUNARD. No. 4 Sowhing-green.

PATRIOTIC LINE.—New Line of NEW-YORK and LIVERPOOL PACKETS. This line will be composed of the following new and splendid ships, viz:
CALBOUN. 2,000 tuns burden. Capt. D. H. Trumsa. R. CLAY 1,500 tuns burden. Capt. David Caulkins. WEBSTER. 2,000 tuns burden. Capt. J. J. Lawrence. ORLENT. 2,000 tuns burden. Capt. J. J. Lawrence. All the shore vessels have been recently built, and are the largest and most substantial in the trade.
They are commanded by men of experience and ability. The accommodations are very superior, and every exertion will be meade to promote the comfort of passengers and the convenience of shippers. For Freight or Passage suply to SPOFFORD, TILESTON & Co., No. 29 Broadway.

Agents in Liverpool—T. GRIMSHAW & Co., No. 16 Gore Phase.

#### Steamboats and Bailroads.

FOR BOSTON and PROVIDENCE via NEW-PORT and FALL RIVER.—The splendid and superior steamer BAY STATE, Capt. T. G. Jewett, leaves New York every TUESDAY THURSDAY and SATURDAY, at 4 o'clock p. m., tand EMPIRE STATE, Capt. B. Brayton, leaves New York every MONDAY, WEDNESDAY SAM FRIDAY, at 4 o'clock, p. m., from Pier No. 3 N. R., near the Battery. Both

ouching at Newport each way.

Hereafter no rooms will be regarded as secured to any appliant until the same shall have been paid for.

Freight to Beston is forwarded through with great dispatch,
as Express Freight Twin. es Freight Train. WM. BORDEN, Agent, Nos. 70 and 71 West-st. CAMDEN and AMBOY RAILROAD LINES

for PHILADELPHIA-Will until further notice leave Pier No. 1. N. R., at 10 o'clock, a. m. Fare #2 25. The 6 a. m. and 2 p. m. Lines are discontinued. Emigrant Lines and and 4 o'clock p. m., as ususi. IRA BLISS, Agent.

CENTRAL RAILROAD of NEW-JERSEY,
in connection with the LEHIGH VALLEY RAILROAD
opened to Mauch Chunk—Winter arrangements commencing
Nov. 19, 1855. Leave New York for Mauch Chunk and intermediate places from Pior No. 2 North Rivor at 7:30 a.m.; for
Easton, at 7:30 a.m. and 3:16 p. m.; for Somecville, at 7:30 and
Easton, at 7:30 at m. and 3:16 p. m.; for Somecville, at 7:30 and
Easton, at 7:30 and Control of the Control of

FLUSHING RAILROAD.—The steamboat ISLAND CITY leaves Fulton Ferry wharf, north side, at 15 and 10 a m.; 1, 4 and 6 n in Asily, meeting and exchanging passengers with the CARS at Hunter's Point, (opposite 224, 1) which leave Finshing at the same hours. Persons can go to Plushing by any of these trains, and return by the next or any acceeding train. Through in 50 minutes. Fare 25 cents.

MICHIGAN SOUTHERN RAILROAD LINE. I ICHIGAN SOUTHERN KAILROAD LINE.

- Travelers for CHICAGO, ST. LOUIS, KANSAS, and all points West and South-west, can obtain Through Tickets, and all information concerning routes, fore, &c., either by the MEW-YORK ARD ERIE RALLROAD, or NEW-YORK CENTRAL, RALLROAD, by application at the Company's Office, No. H5 Proceeding, corner Day, etc., No. H5 Procedurey, etc., No. H5 Proce

THE REGULAR MAIL LINE via STONING TON for BOSTON, PROVIDENCE, NEW-BEDFOR and TAUNTON-Inland roots, without delay, change of our begage, carrying the Eastern Mail.

and TAUNTON—Inland roots, without delay, change of our or beggage, carrying the Eastern Mail.

The steamers C. VANDERBILT, Capt. W. H. France, and COMMODORE, Capt. J. R. Pezdieton, in commetton with the Stonington and Erovisience, and Boston and Erovisience Railroads, leaving New-York daily (Sundays excepted) from pler Ra. 2. R. R., (fifts. wharf above Battery-place.) at 4 p. m., and Stundagton at 5:30 p. m.

Stundagton at 5:30 p. m.

The COMMODORE, from New-York—Monday, Wednesday and Friday. From Stonington—Tuesday, Thursday and Battery-place.

day and Saturday. From Evenington per Railroad to Provi-dence, Boston, Taunton and New-Bedford in the Express Mail train, reaching said places several hours in advance of those by other routes, and in ample time for all the early Morning Lines connecting North and East. Passengers who prefer it other routes, and in the steamer, enjoying a night's seet undis-turbed, breakfasting if desired, and leave Stonington in the turbed, breakfasting if desired, and leave Stonington in the 7 a.m. train, connecting at Providence with the 11 a.m. train for Boston, Taunton and New-Bedford.

A Baggage Master accompanies the Steamer and Train through

GREAT CENTRAL ROUTE. The Through Ticket and Freight Office of the GREAT WESTERN RAILWAY, MICHIGAN CENTRAL RAILROAD, And their Railroad and Steamhout Connections to Chicago, MSwankee, Galesa, Burlington, St. Louis, Cairo, and all points West and Southwest.

And their Administration of the Milwarkee, Galesa, Burlington, St. Louis, Cairo, and all points West and South-west.

Via SUSPENSION BRIDGE, BURFALO, or OSWEGO, is at No. 173 BROADWAY, N. Y.

Corner of Courtlandi-st.

DARIUS CLARK, Agent.

UDSON RIVER RAILROAD.—On and after MONDAY, Jan. 21, 1856, the Trains will leave Chambers at. Station as follows: Express Train, 7 a. m., connecting with Northern and Western Train. Through Way Train, 12 m., Express Train, 5p. m. For Poughkeepsie, 9 a. m. and 3:30 p. m. For Peckskill, 5:30 p. m. For Sing, 4p. m. The Sing, Sing and Peckskill Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and 38st-sts. SUNDAY MAIL TRAIN at 4 p. m. from Canal-st. for Albany and Troy, stopping at all Mail Stiatons.

M. L. SYKES, Js., Superintendent.

LONG ISLAND RAILROAD—(Sundays ex-ONG ISLAND KALLKOAD—(Sundays exLeave Brooklyn for Greenport, 10 a m.; for
Yaphank, 10 a m., and Satursay 5:45 p. m.; for Farmingdale
and Syosset, 10 a. m. and 3:45 m. i, for Hempetead, 10 a. m.;
12 m., and 3:45 and 5 p. m.; for Jamaica, 10 a. m.; 12 m., 3:45,
5, and 6:50 p. m. Leave Greenport for Brooklyn, 10 a. m.;
Yaphank, 11:33 a. m., on Mondays, 6:10 a. m.; Lakeland 12:06
p. m., ob Mondays, 6:38 a. m.; Farmingdale, 7:30 a. m. and
p. m.; Syosset 7:35 s. m. and 1 p. m.; Hempstead, 6:35 a. m.
and 3:50 p. m.; Jamaica, 5:40, 7:40, and 3:40 a. m. and 2:16
and 4:40 p. m.

NEW-YORK and ERIE RAILROAD.-On and after MONDAY, Dec. 31, 1855, and until further notice. Passenger Trains will leave Pier foot of Duane-st. as follows.

is:

BUFFALO EXPRESS, at 7 a. m. for Buffalo direct, without
thange of beggage of cars. At Hornellsville this train connects
with a way train for Dunkirk and all stations on the Western Division.

MAIL, at 8:15 a. m. for Denkisk and Buffalo and intermediate stations. Passengers by this train will remain over night at Owego, and proceed the next morning.

NEWBURGH EXPRESS, at 4 p. m., for Newburgh direct, eithout change of cars.

ROCKLAND PASSENGER, at 4 p. m. via Suffern's, for WAY PASSENGER, at 4 p. m., for Otisville and interme-

mediate stations.

On SUNDAY only one Express Train, at 5 p. m.

These Express Trains connect at Elmirs with the Elmirs and Niagara Falls Railroad for Niagara Falls, at Buffalo and Dunkirk with the Lake Shore Railroad for Cleveland, Cincinnat, Toledo, Detroit, Chicago, &c.

D. C. McCALLUM, General Superintendent.

D. C. McCALLUM, General Superintendent.

NEW-YORK and NEW-HAVEN RAILROAD

WINTER ARRANGEMENT, Commencing Dac. 3, 135.5

Passenger Stations (Corner Broadway and Canal-at.

in New-York..... (Corner Broadway and Canal-at.

in New-York..... (Corner Broadway and Canal-at.

in New-York..... (Corner Broadway and Canal-at.

(Ex.); 12 m.; 3, (Ex.) 3:20, and 4 p. m. For Bridgeport: 7, 8 a. m., (Ex.); 12 m.; 3 (Ex.) 3:20, 4 p. m. For Milton, Stratford, Pairfield, Nouthport and Westport: 7 a. m.; 12 m.; 3:20, 4, 5:15 p. m. For Brandford: 7, 8 a. m. (Ex.); 12 m.; 3:20, 4, 5:15 p. m. For Brandford: 7, 8 a. m. (Ex.); 12 m.; 3:20, 4, 5:15 p. m. For Brandford: 7, 8 a. m. (Ex.); 12 m.; 3(Ex.), 3:20, 4, 5:15 p. m. For Brandford: 7, 8 a. m. (Ex.); 12 m.; 3(Ex.), 3:20, 4, 5:15 p. m. For Brandford: 8 a. m.; (Ex.); 12 m.; 3 p. m. For Connecticat River Railroad: 0 Montreal: 8 a. m. (Ex.); 12 m. to Westport: 8 a. m. (Ex.); 12 m. to Westport: 8 a. m. (Ex.); 12 m. to Westport: 8 a. m.; 12 m.; 3 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m. For Housetonic Railroad: 8 a. m.; 5 p. m.; 5 p. m.; 6 p. m.; 7 p. m

a.m. 1.15 (Ex.) 450, 8.25 p. m. (Ex.) From Bridgeport: 6.10, 7.40, 16.18 a.m.; 2.22 (Ex.), 5.11, 9.22 p. m. (Ex.) From Morwaik: 6, 6.44, 8.15, 10.52 a.m.; 2.48 (Ex.), 5.45, 9.20 p. m. (Ex.) From Port Chester: 5.29, 6.45, 7.28, 8.57, 11.30 a.m.; 6.37 p. m.

NEW WIDE-GAUGE ROUTE from NEW-YORK to ROCHESTER.—The ROCHESTER and GENESEE VALLEY RAILEOAD is now open, and, in con-nection with the Buffsle, Corning and New York, and New-York and Eric Railroads, forms a direct route from New-York to Rochester.

Jersey City.

Barrone checked inrough.

Freights will be transported between New York and Rochester with dispatch. Any information desired in regard thoreto can be obtained by calling on the General Freight Agent of the New York and Eric Railroad, Brie Buildings, or C. S. TAPPAN, Express Freight Agent, No. 188 Broadway.

No trains on the Buffalo, Corning and New York Railroad on Sunday.

NEW-JERSEY RAILROAD—For PHILADELPHIA, and the SOUTH and WEST, via JERSEY
CITY.—United States Mall and Express Lines: Leave New-York
Sand 11s. m. and 4 and 6 p. m. Through in four hours.
275 h 4, and \$3 in 3 and 11 s. m. and 5 p. m. The NewJerse yAccommodation Line leaves at 12 m., at \$2, stopping
at all way-stations. Through Tickets sold for Chadmani (at
\$17 \text{ jand the West, and for Baltimore, Washington, Norfolk,
&c., and through baggage checks to Washington in 8 s. m. and
6 p. m.

PENNSYLVANIA RAILROAD.-THE GREAT Western, North-western, and South-western Statos, by a con-tinuous Railway direct. The Road also connects at Pittsburgh with delly line of Steamers to all ports in the Western Rivers, and at Cleveland and Sandusky with steamers to all ports the North-western Lakes: making the most direct, cheapest and reliable route by which FREIGHT can be forwarded to and from the Great West.

H. J. LOMBAERT, Superintendent, Altoone, Penn.

PENNSYLVANIA RAILROAD. — THREE DAILY THROUGH TRIAINS BETWEEN PRILLADELY HIA on PITTSBURGH.—The MORNING MAIL TRAIN leaves Philashelphia for Pittsburgh at 7; a. m., and leaves Philashelphia for Pittsburgh at 7; a. m., and leaves Philadelphia for Pittsburgh at 12:30 p. m., and Pittsburgh for Philadelphia for Pittsburgh at 11 p. m., and Pittsburgh for Philadelphia for Pittsburgh at 11 p. m., and Pittsburgh for Philadelphia at 2:30 p. m.

The above lines connect at Pittsburgh with the milroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Illinois; Frankfort, Lexington, and Louisville, Ky.; Terre Haute, Medison, La Fayette, and Indianapolis, Ind.; Cimeinnati, Dayton, Springfield, Bellefortsiane, Sandasky, Toledo, Clevelson, Columbus, Zanesville, Massilon, and Wooster, Ohio; also with the Steam Parket boats from and to Now-Orleans, St. Louis, Levisburgh and Cincinnati.

wile and Cincinnati.

For further particulars see hand-bills in the briefs of this city.

Passenguts will find this the shortest, most expeditious and comBortable route between the East and West.

Through tickets can be had at either of the above-mentioned
place in the West, or of

J. H. BUTTS, Agent, New-Jersey Railroad Co., foot of

J. H. BUTTS, Agent, New-Jersey Railroad Co., foot of

J. L. ELHOTT, Agent, Pounsylvania Railroad Co.,

No. 2 Aster House, Broadway, New-York,

THOMAS MOORE, Agent, cor. 11th and Market-sta.

New-York, Jan., 1856.

Philadelphia

#### Legal Notices.

N PURSUANCE of an order of the Surrogate A TURSUANUE of an order of the Surrogate sens having claims against William HENRY SHELDEN, late of the City of New York, deceased, to present the same, with touchers thereof, to ROBERT C. LAWSON, one of the subscribert, at his office, No. 35 Fine-st., in the City of New York, on or before the with day of July next. Dated New York, juntary 17, 1836.

jyl7 law6mTh\* CHARLES MAPLES, Executors.

January 17, 1856. ROBERT C. LAWSON, Executors.

Jylf lawSumTh\* CHARLES MAPLES.

SUPERIOR COURT of the City of New-York.

SUPERIOR COURT of the City of New-York.

SUPERIOR COURT of the City of New-York.

ASSOCIATION agt. JOHN BOYD and others.—In pursuance of a judgment order in the action entitled an action bearing data light day of [December, 1856, will be sold at public assument the Merchanta' Exchange in the City of New York, on the 19th day of February. A.D. 1856, at 12 m., under the direction of the undersigned referce, all that certain lot, piece or parcel of land situate in the Sixteenth Ward of the City of New-York, and distinguished on a map on file in the office of the Resistent of distinguished on a map on file in the office of the Resistent of distinguished on a map on file in the office of the Resistent of distinguished on a map on file in the office of the Resistent of distinguished on a map on file in the office of the Resistent of distinguished on a map on file in the office of the Resistent of distinguished on a map on file in the office of the Resistent of the City and County of New York, belonging to John B. Ayeriag, and Jane, his wife, daughter of Thomas Gerdiner, dated New-York, Overnber 29, 1841, compiled from surreys in Street Commissioner's Office, and laid out into ict by John Policek, City Surreyor, by the number four file), and on the southerity side of Thirty-fith-st., thomee running southerly and parallel with said Seventh-av, ninety-eight feet and nine inches, thomee easterly and parallel with Thirth-fith-st. twenty-five feet the said southerly and parallel with and Seventh-av, ninety-eight feet and nine inches, thomee easterly and parallel with thirth-fith-st. twenty-five feet the said southerly line of Thirty-fith-st. twenty-five feet the place of beginning.

New York January 12, 1856.

B. T. WALDEN, STEVENS & HOXER, Elaintiff's Attomorys.

# IN PURSUANCE of an order of the Surrogate of the County of New York, notice to heaving grown to all persons having claims against GEORGE W. HALL, lake of the City of New-York, Talor, deceased, to present the same, with your here it have of the subscriber, at the office of E. Katchum, No. 79 Nassor-et, in the City of New-York, on or before the eleventh day of February next.—Dated, New-York, the 6th day of August, 1835. SARAH A. HALL, Administratrix, and lawfurth

N PURSUANCE of an order of the Surrogate A PURSUANCE of an order of the Surrogard
of the County of New York, notice is hereby given to all
persons having claims against the estate of WALLIS PARKER,
late of the City of New York, deceased, to present the same
with vonehers thereof, to the subscriber, at the office of N. A.
Chedsey, No. 6 City Hall-place, in the City of New York, on or
before the first day of March near. Dated, New York, the 29th
day of August, 1815. PHEBE ANN PARKER, Administratria.
au30 IswemTh\* N. A. CHEDSEY, Austracy.

IN PURSUANCE of an order of the Surrogate the Country of New-York, notice is hereby given to all per-sons having claims against DANIEL WALTERS, late of the City of New-York, deceased, to present the same with vouchers thereof, to the subscribers, at the office of SAMUEL R. PUL-LEN, No. 20 Chambers et., in the City of New-York, on or

he fourteenth day of November, 1835.
SAMUEL R. PULLEN, Administrator.
n15 law6mTh\* BACHEL WALTERS, Administrator.

IN PURSUANCE of an order of the Surrogate of A PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JEREMIAH LOUNSBERY, late of the City of New-York, deceased, to present the same with youchers thereof to the subscriber, at the office of Edward A. Fraser, No. 563 Broome-st., in the City of New-York, on or before the eighteenth day of February next.—Dated New-York, the sixteenth day of August, 1255.

and Slawforth EDWARD A. FRASER, Administrator.

IN PURSUANCE of an order of the Surrogate of the County of New York, notice is hereby given to all persons having claims against JOHN DOUGHERTY, late of the City of New York, deceased, to present the same, with youthers thereof, to the twhereher, at the office of JAMES W. WHITE No. 51 Liberty-st., in the City of New York, on or before the twenty-fifth day of May next. Dated, New-York, the twentieth day of November, 1850, ni22 lawsin Th. PATRICK DEERY, Administrator.

N PURSUANCE of an order of the Surrogate of of the County of New-York, notice is hereby given to all persons having claims against JOHN O'NEIL, late of the Osy three of the three of three of the three of t

IN THE MATTER of the SALE of the REAL IN THE MATTER of the SALE of the RRAL ESTATE of HERMAN KATTENHORN, deceased, for the payment of his debts. EXECUTORS' SALE.—In pursuance of an order of the Surrogate of the County of New-York, dated October 12, 1855, and pursuant to statute—i.e., John A. Allers and John F. Finck, executors of the isst will and testament of Herman Kattenhorn, deceased, will sell at public auction, at the Merchants' Exchange, in the City of New-York, on the 7th of February next, at 12 o'clock at moon, the following described Lands in the City of New-York, namely: All the equal, undivided one half part of all those certain lots, pieces or parcels of land, situate, Iying and being in the Twelfth Ward of the City of New-York, nowment of distinguished on a certain map entitled Map of the Harlaem Commons, made by Charles Clinton, City Surveyor, dated December, Me2, and now on file in the office of Register of the City and County of New-York, as lots numbered (1) one and (2) two, (9) nine and (6) ten, sud are also designated on a map of said commons, compiled by J. F. Bridges, City Surveyor, January, 1855, which last mentioned map is in the possession of Isaac Adriance, esquire, as lots numbered (1) one, (2) two, (9) time, (10) two, (10) two lumined and saven, which said lots are situate and lying between the 2d and 2d-aw, and between 7th and 80th, 79th and 80th, sts, and which collectively are described as follows, vir. Commencing at the north-westerly corner of the 2d-aw, and 79th-st, running thence weaterly along the outherly side of 80th-st, thence running easterly sleng the southerly sleng the casterly along the active of the inches weaterly along the active of 79th-st. to the division line between the New-York and Harlem Commons, thence running easterly sleng the southerly sleng the one said above-mentioned maps, thence running outherly along the casterly side of said lot number (9) nine to the center line of the hick between the number of the side of the state, thence running easterly along the form of the hick between the numbe

SUPREME COURT—City and County of NewYork—Elijsh T. Brown and William Sherwood against
Joseph W. Low.—Summons for a money demand on contract.
—To the Detendant, JOSEPH W. LOW: You are hereby
summoned and required to answer the complaint in this action,
of which a copy is herewith served upon you, and to serve a
copy of your answer to the said complaint on the subscriber at
his office, number nineteen Williamst. In the City of NewTork, withingwenty days after the service hereof, exclusive of
the day of such service; and if you fail to answer the said comidaint within the time aforesaid, the plaintiffs in this action will
take judgment against you for the sum of one hundred and four
dollars and seventy-three cents, with interest from the fifth day
of October, one thousand eight hundred and fifty-five, beside
the costs of this action.—Dated Nov. 30, 1855.

\*\*W. COMSTOCK, ir., Pleintiffs' Attorney.

The complaint in the above-entitled action was filed in the
effice of the City of the City and County of New-York on the

#### Medical.

CLOVE ANODYNE TOOTHACHE DROPS. The exercisting torments of Toothsche can be speedly relieved by the use of this remedy without injury to the sum or teeth, it string solely upon the nerve. Funient dentishave a high or inion of it, and constantly recommend it to their petients. Propared and for sole by A. B. &. D. SANDS. Druggiets, No. 100 Fultonest., N. Y. Sold also by Druggiets generally.

THE GREATEST MEDICAL DISCOVERY of the AGE:
Mr. KENNEDY of Roxbury has discovered to one of our compon pasture weeds a remedy that cures EVERY KIND of HU-

eryalpolas. One or two bottles are warranted to cure all bumor in the

eyes. Two bottles are warranted to cure running of the ears and

olders.

One bottle will cure scaly eruptions of the skin.

Two or three bottles are warranted to cure the worst case of or three bottles are warranted to cure the most desperate

ringworm.

Two or three bottles are warranted to cure the most desperate ease of rhoumatism.

Three to four bottles will care the worst case of scrafula.

Three to four bottles will care the worst case of scrafula.

A benefit is always experienced from the first bottle, and a perfect cure is warranted when the above quantity is taken.

Nothing looks as improbable to those who have in vain tried all the wenderful medicines of the day, as that a common weed growing on the pastures and along old stone walls, should cure every humor in the system; yet it is a fixed fact. If you have a humor, it has to start. There are no ifs nor ands, huma nor ha's, about it, winting some cases, but not yours. I peddied over a thousand bottles of it in the vicinity of Boston. I know the offects of it in every case. It has already done some of the greatest cures ever done in Massachusetta. I gave it to children a year old, to old people of sixty. I have seen poor, puny, wormy-locking children, whose flesh was soft and flashy, restored to a perfect state of health by one bottle.

To those who are subject to a sick healsche ane bottle will always cure it. It gives great relief in catarrh and dirainess. Some who have taken it have been costive for years, and have been regulated by it. Where the body is sound it works quite easy, but where there is any derangement of the functions of nature, it will cause very simplar feelings, but you must not be alarmed, they always disappear in from four days to a week. There is never a ball result from it; on the contrary, when that feeling is gone, you will feel yourself like a new person. I heard some of the most extravagant encontinum of it that ever man litesceed to.

Manufactured by DONALD RENNEDY, No. 129 Warran-st., ozbury, Mas. Price \$1.
Wholesale Agents for New-York; C. V. CLIOKENER & Co., o. 21 Barolsy at. CHARLES H. RING, No. 192 Broadway; B. & D. SANDS, No. 141 Williamset; MARSH, ORVIS & No. 186 Greenwick-H.; SCHIEFFELIN, EROS, & Co., 170 Williamset; MCRISCO, No. 186 Frankin-st.; McKISSON, ROBBINS & Co., No. 155 Frankin-st.; McKISSON, ROBBINS & Co., No. 6 Maiden-lane; HAVILAND, HARRAL & RISLEY, Warnet; WARD, CLOSE & Co., Maiden-lane; Mrs. HAYS, roughout the Union.

THE GREATEST BEVERAGE of the AGE IN GILLIES & BROTHERS' celebrated DANDELION COFFEE is acknowledged to be equal to the finest oid Mocha Coffee, and the most effectual remedy for Dyspepaia, Billionance Derangement of the Liver, Nervonenes, &c. W. GILLIES & BRO., Nos. 235 and 23f Washington-st., importers of the Dandellor Root, and sole manufacturers of the pure and undulterated DANDELION COFFEE, put up in tin case, with a fac simile of our signature on each wrapper, as a protection simile of our signature on each wrapper, as a protect est imposture. Sold by A. B. & D. SANDS, 100 Fulton

#### FARMING IN IOWA.

Correspondence of The N. Y. Tribune. Iowa Cirr, Monday, Dec. 31, 1855.

The following facts were given to me upon the most reliable authority, and although they may seem to your readers to be but the result of chance and good fortune, I can assure you that shey are of every day occurrence with us. A farmer rented some lands of a foreign speculator on half shares near the railroad between this city and Davenport. The owner of the land furnished the teams and farming utensils. The seed was put into the ground between April 5 and and Nov. 15. Two hundred and forty acres were cultivated, requiring the services of four men and a boy, except during the harvest season, when more handwere employed. The whole value of labor expended was \$565. The extra labor performed amounted to \$681, sufficient to pay all the farmer's expenses. He raised 3,855 bushels of wheat, 800 bushels of bariey, 700 bushels of oats, 1,200 bushels of corn, 30 tuus of hay and 25 acres of flax. The value of the whole product of the farm, exclusive of hay, was \$4,897 25, after deducting the expenses of the tenant. The tenant ant's share, one half, together with his earnings for extra labor, amounted to \$3,028 62.

## New Mork Dailo Tribune

NEW PUBLICATIONS. GLANCES AND GLIMPSES; OR FIFTY YEARS SOCIAL, IN CLUDING TWENTY YEARS PROFESSIONAL LIFE. BY HAR RIOT K. HENT, M. D. 17mo., pp. 418. Boston: J. P. Jewett New-York: Sheldon, Lumport & Blaheman.

With a certain incredible naiveté, the author of this volume relates her personal and family history, describes the influences which have led to the formation of her present convictions, and illustrates her narrative numerous anecdotes and reminiscences concerning various local celebrities both present and of the past generation. She has the unparalleled frankness to inform us that her birth took place some fifty years ago; and since that event, there seems not to have been an important incident in her experience which she has not here set down in black and white for the benefit of the world. The famous locality known as the "North End" in Boston was the birthplace of our autobiographer. Here she early imbibed the piety, patriotisu freedom of mind and restlessness of disposition, which are said to be characteristic of that classical quarter. Her father was a sturdy ship-carpenter-one of the old school of Boston mechanics—inheriting the spirit of the North-End men who rocked the cradle of the Revolution-and leaving to his children the legacy of his apright, fearless, and independent character. Upon his sudden death, the family were placed in limited circumstances, though not destitute of the comforts of life. Harriot turned to the usual resource of New England women in that condition, and opened a school. She continued this employment for six years, when her attention was directed to the practice of medicine as an appropriate female occupation. With her, action promptly followed reflection. She decided to become a female physician, and to her success in that line the volume before us probably owes its existence. I remember vividly," she says, "the earnestness the enthusiasm, with which we received our first pa tients. To be sure, they came along very slowly; bu every case that did come was a new revelation-new wonder-a new study in itself and by itself. The need of freedom of action-diversity of treatmentwas constantly felt by us. Very early in medical life we found ourselves differing from our teachers, and escaping from formal rules. We very soon learned not to trust too much to medication—not but that we often saw it fully successful-but it did not meet ou perception of the dignity of the human body. Anatomy had partially opened its treasures to me; and the wonderful deposits from the blood to develop, perfect, and sustain the system-even the bony structurefilled my soul with reverent awe; for I never entered the medical life through physics, but through metaphysics." Her experience in the medical profession led her to

consider the subject of remuneration for female labor. I had an ample opportunity to investigate the postion of women in this relation. 'I have saved one hundred dollars,' said a seamstress who had labored diligently for many years, 'and that is only owing to my good health.' 'I have not one cent laid up, said another; 'my board and clothing take all I can carn, for sick-headaches often keep me at home." 'I was obliged, after my husband's death, to part with two of my children, so small is the pay I receive, said a third. Such appeals have been around me for years. They are all the more harrowing when ill-health deepens the tones of sorrow in which they are uttered, and when they create doubts of Divine Providence. Man gives a few hours of his time for a certain number of years, and, with industry and frugality he gets a home and a competence as his reward. What does the laboring weman get for her years of toil, industry, and frugality! Oh! my brother! women have been pondering these subjects for a long, long time; and the hour of utterance has come! Men alone are not to blame. The other sex has a large share in these wrongs. 'Call after the work,' said a fashionable weman to a delicate young seamstress; 'I think you can earry the bundle. My coachman is always busy, and if I send my other man-servant out, the chambe girl has to answer the door-bell.' 'Call again, and I will pay you: I can't to-day,' said another moneyed woman to her seamstress. 'As much as that for this work?' exclaimed an astonished lady, who was preparing to make a tour through Europe; 'why thought it would be much cheaper; and this was th way she could talk to a widow who mourned over th declining health of a daughter ! I could fill pages with such cases; for many dressmakers and scamstresse are and were my patients, and tender tones and ear-nest interest caused them often to breathe out their histories—oh! how sad they were! But there were

always gleams of light, and they cheered me." In like manner our active-minded reminiscent was gradually attracted to the popular movement for the assertion of "Woman's Rights." She was brought inte contact by her profession with a great variety of minds. Discussions on the condition of woman enlivened her business room; failures of banks, no dividends from railroads, public and private defalcations, widows, orphans and unmarried women beggared by the dishonesty of men, became common topics of conversation; confidence in man as a protector was evidently losing ground, and women were beginning to see that they must protect themselves." At length, a Woman's Rights Convention was assembled at Seneca Falls in 1848. This was followed by others, and the movement was inaugurated before the public. The brave Harriot was among its most earnest supporters, though preferring "Human Rights" as a watchword to Woman's Rights." But she was not content with theoretical declarations. Pondering upon the connec tion between taxation and representation, she found

herself called upon to take a decided step. "In October, 1851, when my taxes were to be paid, it was necessary for me to go to the Assessors' room that I might have some alteration made in the bill, my sister's taxes being charged to me; while waiting there for this to be attended to, I received a lesson which thoroughly converted me to the belief that taxation without representation was a violation of human rights, and there I made up my mind to verify my theory by my practice. What so suddenly produced this effect? A pale, thin, waxy, tall, awkward, simple Irish boy, with that vacant stare which speaks of entire negation, and that shuffling manner indicating an errand-like aspect, brought into the Assessors' office a roll-he was told who to hand it to. It was near the time of an election, but I did not think of it. I said pleasantly, 'Is that paper to grant a naturalization?' -I received a polite affirmative. 'Permit me to look at it? 'Certairly.' There to my astonishment the above-described gentleman was invested with all the privileges of an American citizen. I a Bostonian by birth, education, and life, paying taxes without representation. What a striking case! It would be worth while to know how many American women of mature age are every year thus insulted. I query whether this Irish boy knew in what State Boston was located whether in Massachusetts or Mississippi. This eir cumstance gave me an insight into the injustice of our laws forbidding woman to vote, which decided me to pay my taxes next year under protest."

This protest, which she sent to the city authorities of Boston, created no small sensation. It was copied into many journals, both American and English, and elicited inquiry and discussion concerning the princi ples on which it was founded. Each successive year has favored the municipal government of Boston with

No one can read this volume without prejudice and ot perceive that it is a record of a unique, sincere, ourageous and honest life. The spirit which pervades it will atone with kindly readers for its obvious defects of execution. Our humane doctor has a vocation to medicine, but not to authorship. She will shine in the annals of philanthropy as a true-hearted, benevolent woman-a distinction which she would doubtless covet more than a literary reputation. Her book does credit to her character as a person of generone, impulsive feelings, and of high integrity of pur-

pose; but ite garraious diffusences, ite want of orderly arrangement, its interminable moral episodes, and its prevailing careleseness of style, make a greater demand on the virtue of patience than on the sentiment

MORSE'S GENERAL ATLAS OF THE WORLD, By CHARLES W. MORSE, With Descriptions and Statistics of All Nations. By CHARLES COLEY, A. M. No. 1. D. Apple-ton & Co.

It is intended in this Atlas, of which we have re eived the first number, to present an accurate delineation of the various countries of the world according to their condition at the present time. The seventy maps, of which it is to consist, will embody the latest results of geographical exploration, as well as the changes in the physical aspect of every part of the globe. A peculiar feature of this work is to be found in the descriptions and statistics with which each map is accompanied, making it, in fact, a geography as well as an atlas. The execution of the maps is neat and attractive, though not in an extravagantly costly style. Judging from the specimen number, which contains the maps of North-America, and of Nova-Scotia and New-Brunswick, we have no doubt that the work will prove an important and trustworthy addition to our son of geographical information.

#### FROM KANSAS.

THE WICKED TOWN OF ATCHISON.

From Our Special Correspondent

DONIPHAN, K. T., Thursday, Jan. 10, 1856. From Kickapoe to Atchison, a distance of some fifteen miles by water, an abrupt and high bluff borders, for most of the distance, the muddy Missouri. Occasionally a small piece of bottom marks a bend in the river, and in such places one or more cabins of recent erection may be seen, with perhaps a small patch of newly-cleared land, covered with girdled timber; but for the greater part of the distance there is a barrenness and a wildness in the rocky shore, now ice-bound, sufficient to make the traveler forget that the foot of the covetous white man had ever disturbed its solitudes. Here and there, where a gorge or break in the bluffs has afforded some kind of communication between the prairie highlands and the river, the house of a squatter may be found perched on the shelt, or abrupt slope; and by seeing rows of little wooden pegs, half concealed by brush or rubbish, or perchance by knocking your shins against them, you may learn that you stand on the site of an embryo city. The log cabin or cotton-wood sharty may be humble enough, but the possessor doubtless feels already rich in visions of choice corner lots, or actual sales of town property.

A few miles above Kickapoo, some three or four frame houses mark a place which is called Fort William. Why it should have been the name I did not learn. I saw no sign of any fortification. and, for that matter, there was but little to defend.

Most of the settlers along the river in this direction are from Missouri. The great majority of them are men of limited means and still more limited education. Pro-Slavery men, but not slave-owners, nor likely to be rich enough for that soon, they still love the "Institution" for its associations, and because they have been schooled to believe that the policy to which the Free States owe! their enterprise and greatness, is "Aboli-

I was advised not to go to Atchison, a wild, Pro-Slavery place, where nothing hostile to Slavery-Extension is tolerated and where freedom of opinion is placed under taboo by Judge Lynch. Of this there has been several instances. I will narrate one which occurred about the end of last October. A Western man, who happened to be in favor of making Kansas a Free State, (and I am happy to say that there are many such,) had gone to Atchi-son on some business. He resided in the country is few miles back of it. While there, and in a pub-lic place of resort, there was some little discussion I was advised not to go to Atchison, a wild, Prolie place of resort, there was some little disc about the Topeka Convention, then in session. This the Atchisonians pronounced "treasonable and "Abolitionist;" and this gentleman having un-dertaken to vindicate it and the policy of making Kansas a Free State, was seized and lynched by the mob. After beating, they tarred and feathered him, and lashing a couple of logs together, tied him upon them, and, in the chilly, raw weather which prevailed at that time, set him addit on the Missouri River. He floated down in this missible wilds, when the Missouri River. He hoate seven or eight miles, when some men at work at a wooding station, saw and released him from his perilous situation.

I got the particulars of this affair from some Illinois settlers who lived a few miles back from Atchison. They were particularly indignant at it, as they said the man "was no Abelitionist." No redress has ever been received for these wrongs. The only law officers are the Pro-Slavery myrmi-dons of the corrupt Legislature of the Shawnee Mission, and any one going to Atchison to make such a complaint to them would be likely to have cause for further complaint before long.

The "wicked town of Atchison" stands in two

hollows and on the narrow ridge between them.

The prairie at this point approaches close to the river, there being only a narrow fringe of brush and timber along the bluffs. As the hollows in which the town is built recede from the river they widen out and break into many slopes and vales, which afford some fair building sites. On the whole, this site for a future Babylon is good, with-out being very good; and bad, without being very bad. The town itself looks as if it had been broken bad. The town itself looks as if it had been broken into little pieces and scattered here and there. There are some houses in it which are quite respectable, as houses go in Kansas; a respectability which, I am sorry to say, is not shared by their owners. Atchison is in keeping with its name. It is desperately Pro-Slaveryish and wicked, by Border-Ruffianish. Here The Squatter Soversign is published, and here one of the Stringfellows (the Doctor) holds forth. They have a good span ferry, which is very necessary; for, although on the south-west bank of the Missouri River, it, strictly speaking, belongs to Missouri, from which it is an offshoot. Here the famous, or infamous, Pat Laughlin, who shot Collins at Doniphan, lives; he is clerking in a store. I have not learned that he has ever been molested. He is regarded by the Atchisonians as something of a hero, and a fair specimen of the Border Ruffian by conversion. He is a living evidence of the amount of notoriety a man may succeed in obtaining by a little meanness. As to the exposure he made of the secret military organization of the Free-State men of Kansas, I suppose that in substance it was carrect. Some little coloring was given to make the objects of the organization more suspicious and its speaking, belongs to Missouri, from which it is an rect. Some inthe coloring was given to make the objects of the organization more suspicious and its character less respectable, and unnecessary and uncalled-for condemnation was showered on it by the slavish Border-Ruffian press. In all investigations into this matter, I only been driven to condemn one thing connected with this defensive organization, and that is that it should have been so limited and so peorly armed. The secret feature I do not admire, but do not condemn. Secresy in their operations has ever been a necessity of the op-pressed in their struggles for freedom, and even had the organization been all that the treachersus Laughlin said it was, I have seen sufficient evidence of the monstrous and bloody tyranny exercised by the Border Ruffians on the unprotected Squatters of Kansas, to amply justify it. Would that the stories about "thousands of Sharp's rides" were true. Alas the rifle companies that have been enrolled to defend their homes from in-vasion, are but a small band when matched with the hordes of Missouri invaders. They sorely need a supply of these same "Sharp's rifles," and will need them more by the "ides of March" next, unless the general Government take energetic steps to defend the Territory against these Missouri invasions; but I fear that the corrupt Government of

DONIPHAN, K. T., Friday, Jan. 11, 1856.
Some five or six miles above Atchison the Inde pendence Creek a stream of some size, entere the

Frank Pierce has no sincere desire to de this.

Missouri. Close to the stream there is a fringe of timber, burr oak and walnut, but to the north side there is a very pretty prairie bottem of some two or three hundred acres, which borders the bank of the Missouri for some distance. Where this prairie touches the bluffs, and on a gradual slepe on one of the breaks the town of Doniphan stands. The site is rather pretty, and I should think a good one. Here the empire of opinion is in dispute. The Free-State men are in majority, but the close proximity of Missouri (just over the river) renders this advantage uncertain. It was in Doniphan that the sad Collins tragedy happened. I saw several members of Mr. Collins's family. Free their quiet, respectable appearance one would their quiet, respectable appearance one would never have anticipated the occurrence of access of bloodshed among them, and one must regard the sad affair that deprived this family of its head as one among the misfortunes which misrule has caused.

One of the prominent Free-State men of Poni-phan is Dr. Cutler, the candidate for State Audi-tor, under the new organization. The Doctor has

phan is Dr. Cutler, the candidate for State Auditor, under the new organization. The Doctor has been subjected to no small share of persecution, and his life has often been threatened. He is a Kentuckian. He was a member of the Topeta Convention, and was taken ill toward its close. When the late war broke out he was still lik and had been confined to bed in Leavenworth City on the way home. Recovering a little, he fired a man with a carriage to take him to Doniphan. This man, on his return route, was stopped at Atchison, and treated in a barbarous manner. Learning that he had been conveying Dr. Cutler house, they dispatched what they called "a warrant" for his arrest: the Territorial magistracy being ripe for any mischief of the kind. An express was sent to Weston. Missouri, and some thirty of the Barder Ruffians came up that night, and but for the interference of the doctor's friends would have murdered him for his participation in the Topeka Convention. The friends of the doctor sent for the County Judge, elected by the bogus Legislature, and Pro-Slavery of course, but this dignitary, who evidently expected that the scoundrels who had the doctor would finish him that night, refused to came until morning. When he did come, he was compelied to discharge the doctor. It seems never to have occurred to this "Law and Order" functionary to take steps to punish the participants in this victort and lawless arreet. As the man functionary to take steps to punish the participants in this violent and lawless arrest. As the man who had driven the doctor home was still under arrest, and as the doctor had to pay three dollars and a half per day for the use of the carriage, he tried to find some means of sending it home. While doing so he was again arrested, but this time without even the shadow of authority. A fellow stepped up to him, and told him that he arrested

"What for ! " was the rejoinder.

"What for?" was the rejoinder.

"That does not make a d—d bit of difference."

"But, Sir, you are not an officer—show me your papers—you have no right to arrest me."

"Well, Sir, right or no right, I arrest you, and shall send you under a guard to Lecompton."

In vain did the doctor protest, and urge the state of his health as a reason why he should not be thus trented in severe weather. He had to state of his health as a reason why he should not be thus treated in severe weather. He had to choose between going or hanging, and as that alternative is "Hobson's choice" at best, he was carried off to Lecompton, a distance of some sixty miles, by sixteen of these Border Rufflans. While there he was treated in the most insulting manner; was detained a prisoner for seven days, or until the treaty was made. Had his arms, papers, and purse taken from him, and when he eventually got away he had to pay more than forty dollars for hire of the carriage he had been unable to send home. This is a fair specimen of numerous similar incidents I could relate.

MORMON GROVE, Friday, Jan. 11, 1856. The road which leads from Fort Leavenworth

to Fort Laramie, runs through the prairies to the back of Atchison and Doniphan, at a distance of some six or eight miles. Along this road the attention of the traveler is often arrested by the tention of the traveler is often arrested by the graves on the wayside. The frequent occurrence of these is sad evidence of many a painful energy, long deferred perhaps, but sure and sorrowful, conveyed to the relatives of those who thus sleep beneath the prairie sod. The rumbling of the emigrant wagons or the Government train makes their resting-place a busy thoroughfare. A few of these graves have a fence around them, but most of them are marked only by the mound and broken sod. Some of them had been torn up, and the nairie wolf had made a banquet on the poor relice prairie wolf had made a banquet on the poor relies of mortality.

There is a rond leading from Atchison into this

military road. This is now the route for the Mor

military read. This is now the route for the Mor-mon emigration on its way to Salt Lake; and here, at the distance of some six or seven miles from Atchison, they have a starting station. I was on my way from Doniphan to Ocena, when I came in sight of Mormon Grove. It stands on high ground in the prairie, and is of young hickery trees, which can be seen at a great distance, their feathery outlines giving the scene a pictarraque effect. I had no intention of stopping, but something in the appearance of the place arrested me. thing in the appearance of the place arrested me. There was a large farm, some 160 acres, neatly fenced with sed. I had often seen sod fence before, but never had occasion to admire it, as the hogs and cattle always seemed to honer it "more in "the breach than in the observance;" but this appeared to be constructed on a more scientific plan, and is, I think, worthy of imitation in a prairie country. On the outside there is a ditch some three feet deep by four feet wide, sloping to a point at the bottom; from this the materials of the dyke have been taken. The sods from the surface form the face of the wall, which is only two-and-a-half feet high. The earth from the trench is thrown behind these and slopes away very gradually. When well built this will, I think, be very durable. The hogs and cattle are prevented from knocking it down by the trench, and cannot jump the trench for the wall. I was told that a man could put up from three to four rods of this fence ould put up from three to four rods of this fer

There are one or two Mormons living at the Grove and its vicinity, but as I have stated, this is merely an outfitting station for the Salt Lake trains. Whether the polygamy feature of domestic biles flourishes here, is a problem which my observation had not enabled me to solve. The my observation had not enabled me to solve. The peeple appear to be very quiet, and seem to possess some little intelligence. One elderly lady had quite a matronly and dignitied appearance, and one girl was rather pretty—in fact, decidedly good-looking. For the first time in some weeks I have heard a "blessing" asked at table, and in the quaint and semi-religious conversation of my host I almost forget the few peculiarities that startled me at Mormon Grove.

### LAND SPECULATION IN IOWA.

Correspondence of The N. Y. Tribune FORT DES MOINES, Monday, Jan. 14, 1856.

This is a glorious country; its soil is inexhaustible and well-watered. In places where timber is scarce coal is abundant. It is being settled very rapidly and speculation is flourishing as it has probably never before done in any State of the Union. It is safe to say that one half the State is in the hands of speculators and non-residents, and a farmer desirous of purchasing land is compelled to pay one or two dollars over the Government price; while some land, not very desirable either, has been sold as high as \$5 per acre. In some places they have barred out land warrants where there is money offered, and thus many persons having warrants but no money are prevented from setting. This has been the case at Fort Dodge ever since the land office opened. In some places the agents refuse to take the scrip at all, in others, where the land is bid up, the applicants must pay from 25 cents to \$3 per acre, additional to secure the number of acres al-lotted to them. Eastern people who think they can come out here and buy land at \$1 25 per acre are very much mistaken, and I would advise those who desire to purchase land at Government prices, not to come here to Iowa, but to go to Minnesota or Kassas, and those who wish to purchase cheap improved farms had better stay cast of the Mississippi. The course of speculation is all over the State, and every acre of land fit for use or valuable for timber is already bought up and is selling at prices varying from 45 up-ward. A RESIDENT OF IOWA A RESIDENT OF JOWA.